

CLASSIFICATION

25X1A

COUNTRY Germany (Soviet Zone)

REPORT NO. [REDACTED]

TOPIC Cottbus Airfield

25X1C

EVALUATION [REDACTED]

PLACE OBTAINED [REDACTED]

25X1A

DATE OF CONTENT 1 and 7 March 1951

25X1C

DATE OBTAINED [REDACTED]

DATE PREPARED 9 April 1951

25X1A

REFERENCES [REDACTED]

PAGES 2

ENCLOSURES (NO. &amp; TYPE)

REMARKS

REFERENCE [REDACTED]

DO NOT CIRCULATE

25X1X

SOURCE [REDACTED]

1. It was observed at 2 p.m. on 1 March 1951 that the roads leading to the Cottbus (N 52/A 57) airfield were blocked by board barriers 2 to 2 1/2 meters high. Traffic between Cottbus and Burg (N 52/A 47) was diverted via Vetschau (N 52/A 37), a detour of about 20 km. (1) The premises of a farmer on the western edge of the runway were declared off limits. Many of the trees along the Cottbus-Burg road near the airfield were cut. A woman railroad employee said that the Spreewald railroad line which had stopped running was scheduled to be diverted via Kolkwitz (N 52/A 47) and that the airfield was to be enlarged toward Sietow (N 52/A 57). (2) New construction sheds were seen on the eastern edge of the runway.
2. On 7 March, two Soviet soldiers who were assigned to the Kolkwitz radio installation appeared in a workshop to have the collector removed from a dynamo armature about 15 cm in diameter. (3) This had to be done by 6 p.m. of the same day since the dynamo was to be used the following night.
3. On 7 March, flying with about 10 twin-engine aircraft and biplanes started at about 8 p.m. (4) The planes took off individually at intervals of about 6 to 8 minutes. About 10 to 12 minutes after the beginning of flying activity, the searchlight near the Kolkwitz radio installation began operating, making one rotation about 1.5 seconds and raising its beam by about 35 to 45 degrees. It rotated until the first landing plane touched the ground. This was repeated until about 3 a.m. on 8 March. The DF truck in Kolkwitz was also in operation at the same time. The radio truck was lighted and occupied by two Soviet soldiers equipped with headphones.
4. In the night of 7 March, a second rotary searchlight was seen toward Cottbus in the area north of Klein-Lieskow (O 52/A 67), on the training ground assigned to the Dissenchen Kaserne. Since the training field was off limits, the searchlight could be seen only from a distance of about 800 meters. A DF installation was presumably near the searchlight. (F-3) This belief was generally confirmed on 11 March by a resident of Klein-Lieskow.

25X1A

Comments [REDACTED]

25X1C

- (1) The information that the Cottbus-Burg road was blocked [REDACTED]

25X1C

25X1A

CLASSIFICATION

CONTROL/US OFFICIALS ONLY

CONFIDENTIAL

Document No. 11

No Change in Class. ☐☐ Declassified


Class. Changed To: TS S (C)



Date: 15 AUG 1978

By: 24

**CONFIDENTIAL**  
SECRET/CONTROL/US OFFICIALS ONLY  
2

25X1A  


(2) This information does not confirm the previous belief that the E-W concrete runway is to be enlarged.  25X1A  
However, it seems that the landing field is to be enlarged toward the north. It is not known whether another runway leading to the northeast is to be constructed.

(3) A landing beacon is believed to be located near Kolkwitz. The pin-point location of the radio installation  25X1C  


25X1A

(4) The airfield is occupied by Pe-2 bombers. It has not been determined whether one or two bomber regiments are stationed at the field.

**CONFIDENTIAL**  
SECRET/CONTROL/US OFFICIALS ONLY